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- ART. V. — 1. *An Historical Account of the Circumnavigation of the Globe and of the Progress of Discovery in the Pacific Ocean, from the Voyage of Magellan to the Death of Cook.* Illustrated by numerous Engravings. New York. Harper & Brothers. 1837. 18mo. pp. 366.
2. *Address on the Subject of a Surveying and Exploring Expedition to the Pacific Ocean and South Seas; Delivered in the Hall of Representatives, on the Evening of April 3d, 1836.* By J. N. REYNOLDS. With Correspondence and Documents. New York. Published by Harper & Brothers. 1836. 8vo. pp. 300.

EVER since its discovery, — that is, for a little more than three hundred years, — the vast tract of ocean, commonly though not very appropriately known as the “South Seas,” has been, at intervals, and from different reasons, a subject of engrossing interest with all the chief maritime nations of the world. The announcement, in 1513, of its discovery by Vasco Nunez de Balboa, a native of Spain, gave rise, in that kingdom, to many extravagant hopes; among others, that of finding the long-sought Golden Land, where the common utensils were formed of the precious metals, or at least, of reaching, by a short passage, those Indies from which Portugal was deriving so vast a revenue. The former of these expectations was partially realized in the discovery of Peru; but on the other hand, the voyage of Magellan, however important in some of its consequences, served then only to confirm the superiority of the usual route by the Cape of Good Hope. The attempt, however, was several times renewed, not only by the two great rival nations, but also by the growing navy of Holland; and it was not till after repeated trials had resulted in continued disappointments, that the hope of a passage was finally relinquished, and the enthusiasm, thereby excited, died away.

England was, at this time, rapidly rising in importance as a naval power, and it is rather remarkable that the first appearance of her sailors on a scene in which they have since won so many peaceful honors, was under the inauspicious guise of Buccaneers; a set of desperadoes, of whose qualities the

character of Bertram Risingham in "Rokeby," offers a very striking representation.

"Friend to the sea, and foeman sworn  
To all that on her waves are borne, —

\* \* \* \* \*

Inured to danger's direst form,  
Tornado, earthquake, flood, and storm,  
Death had he seen by sudden blow,  
By wasting plague, by tortures slow,  
By mine or breach, by steel or wall,  
Knew all his shapes and scorned them all."

Brutal, pitiless, licentious, and quarrelsome, there was yet something in their adventurous life, and daring exploits, calculated to captivate the imagination in that rude age. And, if we add to this the opportunity of acquiring in little time great and available wealth, we shall easily conceive the spell which induced many of the more respectable class to embark in this perilous course, and led the government itself to more than sanction it, in the memorable expedition of Anson. The pursuit of the Buccaneer was regarded then, very much as that of privateering some twenty years ago; and fell into disesteem as soon as the proper objects and mode of warfare were better understood.

The next source of excitement, to which this ocean, so inaptly called Pacific, gave rise, may be found in the notion of an extensive Austral continent, in which the known parts of New Holland, New Zealand, and several fictitious southern discoveries, were supposed to be included. The consequence was the famous South Sea Bubble, by the swelling of which so many were suddenly elevated to a specious but hollow prosperity, only to be precipitated, at its bursting, into headlong and disastrous ruin. But however lamentable may have been the immediate consequences of this speculation, we can hardly regret it, when we reflect that its final results were the voyages of Wallis, Carteret, and Cook, and the complete resolution of those problems which had puzzled the world for centuries. No maritime expedition since the days of Columbus and Magellan, excited so intense an interest as those of the last-named navigator; the narratives of his successive voyages were read with an eagerness, resembling that with which the fictions of Scott were received twenty years after. The novel and

adventurous routes pursued, and the discoveries reported, were enough to arouse curiosity, which the description of the new-found islands and their inhabitants only allayed by awaking the more grateful sensations of admiration and delight. "In few regions of the earth," says the author of the first work at the head of this article, "does Nature present a more fascinating aspect, or lavish her gifts with more bountiful profusion. Favored by mild and serene skies, the fertile soil of these insular territories produces a most luxuriant vegetation, which, with its many rich and varied hues, clothes the whole land, from the margin of the sea to the summits of the loftiest mountains. As the voyager sails along their picturesque shores, he is refreshed by perfumes borne on the breeze, from woods which, at the same time, display the bud, the blossom, and the mature fruit."

There was something too, in the character of the South Sea islander, accordant with the climate and nature of his country. He appeared, like his soil, to be rather uncultivated than savage, and the traits which might have produced an unfavorable impression, were lost in the contemplation of his nobler or more gentle qualities; the more pleasing as neither the intercourse with the East Indians, nor yet with the natives of America, had prepared the civilized world for an acquaintance with so engaging a race of barbarians. Even Humboldt, with all his devotion to the cause of the Western Aborigines, is driven to confess, that, beside the delightful descriptions of these navigators, "the pictures which portray the solemn gravity of the inhabitants of the Missouri or the Maranon possess little attraction."

It is a proof of the interest excited by these relations, that hardly a year has passed since the days of Cook, without producing narratives of discovery and adventure in the Pacific, of all kinds, from the brief and simple story of the shipwrecked sailor, to the ponderous quarto of a national expedition; all of which have met an eager reception. To confirm this assertion, we need only mention the names of La Pérouse, D'Entrecasteaux, Vancouver, Portlock, Flinders, Campbell, Beechy, Delano, Ellis, Stewart, Morrell, who with many others have made us acquainted with the minutest features which distinguish the larger groups of the Polynesian Islands.

With all this interest, however, it is observable, that little is known or thought of the voyagers who intervened between

Cook and Magellan ; an ignorance much to be regretted, since their narratives and impressions, though sometimes obscure and erroneous, have nevertheless that originality and freshness, which only those of discoverers can possess. Most that they see is not merely new, but unexpected, and is remembered and described with all that accuracy and vividness with which novel and striking objects are usually noted. The navigators themselves are interesting to us, as belonging to another age and country, and their characters and actions are in entertaining contrast with those of their new acquaintances. Moreover, we are fain to confess a foolish liking for the antique etchings with which their descriptions are illustrated. We know not how it may be with virtuosi, but we own that the most exquisite productions of modern draftsmen, however correct and artist-like, have not been able to give us so clear a conception of these regions, or indeed of any other, as those rough, sailor-like sketches, particularly of the Dutch navigators, — drawings faithful notwithstanding their contempt of perspective, and plain in spite of a thousand absurdities ; — as where fishes protrude their noses higher than the mainmast, and quadrupeds stride composedly over navigable rivers, — which, partaking of the general character, now run wildly up a mountain, and anon take a *détour* to avoid a protruding oyster. In spite, or rather in consequence of this simplicity, the pictures frequently present us with what the over-minute productions of later artists as often lose ; namely, those peculiarities of scenery which strike at first view, and are remembered for ever.

A chief cause, undoubtedly, of the ignorance on this point, is the scarcity of the original narratives, and the want of any cheap and convenient collection or abridgment. Burney's *Chronological History*, though excellent in most respects, is too unwieldy as well as expensive. A reprint, in a more compact form (but without omission) would, we are persuaded, not be an unprofitable speculation for some of our large publishing houses. Its place is not supplied by the work which heads this article, though in itself one of considerable merit. The author has been careful and laborious in his researches, and his opinions on contested points are always shrewd and frequently decisive. His style is easy and his observations generally candid and sensible ; and thus far our commendation may be unqualified. The great defect of the book, is the entire want of maps and outlines, for showing the different routes

of the navigators, and the gradual progress of discovery. Without these, the work, from its compressed character, appears little better than a confused collection of names and dates, conveying a very imperfect idea to the reader, while the remarks on various geographical difficulties become quite unintelligible. A less crowded and more attractive appearance might have been given, by throwing the numerous unimportant expeditions into a kind of chronological index, and thus leaving room for a more extended account of the remarkable voyages, those, for instance, of Tasman, Mendana, Schouten, &c. As it is, the volume will be chiefly valuable as a work of reference to such as have already considerable acquaintance with the subject; and, in this respect, its accuracy and conciseness are its best claims to attention.

A few remarks on the general course of enterprise and discovery in the South Seas may not be uninteresting. The reflection which occurs most frequently in reading Admiral Burney's work, and still more the present volume, is the remarkable similarity of most of the voyages, both in their routes and in their final results. Sailors, we have read, have a rude kind of play (called "follow my leader"), the sport of which lies in the obligation of every man in a file to imitate, in every respect, however disagreeable, the example of the foremost. It would almost seem as if the circumnavigators, from the time of Magellan to Cook, had resolved to turn this game into sober practice; otherwise, it is singular that no consideration of gain, no desire of fame, no fondness for adventure should induce these mariners to deviate from the circuitous and inconvenient track of the first explorer. Their usual practice was, after doubling the Cape, to proceed northward along the coast of South America, until they reached the isthmus of Panama, or the Californian peninsula; then, turning westward, they crossed the ocean to the Marian Isles, (discovered by Magellan,) leaving the Sandwich group far to the right or left, according to the starting point preferred. By this course, it will be seen that they managed ingeniously to avoid every track which might have led to discoveries, and so have antedated the successes of Cook.

But the similarity did not end here. It is well known, that Magellan perished in a contest with the natives of the Philippines, and that, between mutinies on board and quarrels with the East Indian Islanders, only one of his vessels, with a small

part of her original crew, returned to Spain. In humble imitation, hardly an expedition of any consequence sailed from Europe, for a century afterwards, of which the greater part was not lost by tempests, wars, or rebellions, before its return; and it was esteemed a remarkable piece of good fortune, if the original commander survived to revisit his native shores. Loyasa, Del Cano, Saavedra, Villalobos, Le Maire, Mendana are but a few of the captains who acquired a dismal celebrity by perishing in these ill-conducted expeditions.

It is also observable that even the small number, who, like Schouten and Mendana, ventured to leave the common track, and were fortunate enough to extend the limits of the known world, did not take the pains to assure themselves of the benefits of their discoveries, by determining their position with accuracy. Mendana was unable to return to the Solomon Islands, which he had seen but a few years before, having located them about *fifty degrees* east of their real position, a place which they hold on most of the charts of the sixteenth century; while near them, the Hond or Hound Island of Schouten (one of the multitude of specks forming what is now called the dangerous Archipelago), swells out into a space of some thousand square miles, the greater part of which is occupied, after the fashion of those maps, by a stupendous dog! The Arrowsmiths and D'Anvilles of those primitive times had a very curious and admirable receipt for reconciling all discrepancies in the reckonings of the navigators; it was by simply increasing or diminishing the width of the South American peninsula to correspond with the calculated distances of the new-found islands, — the pliable continent taking upon itself, like the “cloud” of Polonius, now the tenuity of a weasel, and again, with more correctness, the rotundity of a whale.

Captain Cook has been termed by the circumnavigator D'Urville, “the author of the true geography of the Pacific.” The compiler of the volume now under review evidently considers him entitled to stand in the first rank of discoverers. We are compelled reluctantly to dissent somewhat from this opinion. It should be recollected, that the discoveries of Columbus and Magellan were due wholly to their own efforts; their sagacity formed the plans, which their zeal and judgment enabled them to carry into effect. On the contrary, in every one of his voyages, Cook had not only his means already provided, but instructions drawn out comprising his whole scheme

of operations ; and his most important discoveries were merely the accidental result of following the plans of others. We must place him therefore at a great distance behind the navigators, who, living in a rude and half-civilized age, were capable of conceiving and executing projects whose difficulties were as great as their results were important. There still, however, remains to Captain Cook the praise of having founded a new era in navigation. The number and extent of his voyages, the wonderful accuracy of his surveys and descriptions, his general humanity in his intercourse with the savages, and the salutary alterations which he introduced in the diet and regulations of seamen, give him a right to our highest respect and admiration. He set the example of not confining himself to any former track, traversing the ocean in every direction, and visiting most of the important groups of islands. Unluckily his example, like that of Magellan, has been too closely followed by succeeding voyagers. His instructions led him to pay most attention to those clusters in the East and South Pacific, commonly included in the name of Polynesia, viz. the Society, Sandwich, and Friendly Islands, with New Zealand ; all of which are inhabited by the same race of people, speaking nearly the same language. These groups he described and surveyed in such a manner as, one would have thought, must leave little for succeeding navigators to perform. Yet it is a singular fact, that these very clusters have been selected by nearly all his successors as the chief objects of attention ; while the islands, which he did *not* visit, remain almost as much unknown at the present day. What information, for instance, or what accurate chart have we, of the important Fejee group, of the Navigators, of many parts of the great Caroline cluster, or of the vast country of Papua, and the Louisiade Archipelago ? And yet, if any considerations, either of interest or humanity, could have influenced the course of these expeditions, these islands should long since have been as familiarly known as any of the more Eastern groups.

It will be said, that the commanders had other objects than that of wandering over the South Seas, to survey and map out its islands, which is very true. But so also, at least in two of his voyages, had Cook, who never seemed to think himself thereby exonerated from the duty of consulting the interests of commerce and humanity, as far as was consistent with his chief design. Not to mention instances which might ap-



pear invidious, we find the Russian Lisiansky spending several days at the Marquesan Islands, without seeming to imagine that an accurate chart of them would be desirable ; and Kotzebue sails at night directly between two wholly unknown groups of the Ralick chain, but does not think proper to spend any time in examining them ; and these commanders are not singular in their conduct. Doubtless they can offer good reasons for their proceedings ; but it is equally certain that Cook, in such cases, could *not*. He was never ingenious enough to find excuses for depriving his discoveries of half their value, by neglecting to give the world a correct and complete description of them. On quitting New Caledonia we find him expressing his regret at being compelled, "*for the first time*, to leave a coast he had discovered, before it was fully explored."

Unfortunately, the reasons of this backwardness are, in many cases, too apparent. It is easy to conceive how much less agreeable it must be, to spend the time in wearisome labors among reefs and sandbanks or in dealing with the fierce and disgusting negroes of Oceanica, than to roam among the pleasant groups inhabited by the engaging Polynesian race, — enjoying in some the charms of a delightful climate, and of a soil gratifying every sense with its productions ; in others, the attractions of civilized society, and the hospitality of missionaries, repaid afterward by abuse and misrepresentation. Those who have read the voyages of Byron in the *Blonde*, of Kotzebue, and Wendt, (by Meyen,) will understand that we do not make these remarks without warrant.

There is another consideration forced upon the mind in perusing all the relations of navigators, whether ancient or modern. We refer to their great and culpable carelessness with regard to the small islands, reefs, and shoals, which they happen to meet in their course. Every reader of voyages knows how such an event is frequently described. Suddenly, when one least expects it, the sailor at the mast-head calls out "*land* ;" universal excitement instantly prevails ; a thousand conjectures are formed of its probable nature and extent, and all eyes are bent towards the quarter where a distant speck appears gradually enlarging to the view. On nearer approach, it proves to be an island of no great size ; the inhabitants, if there be any, rush to the beach with loud exclamations and wild gestures, and the officers reconnoitre them through their glasses. A hasty observation is taken, which determines the

position within a degree, more or less, and a name is bestowed upon it, such as the affection, loyalty, or self-love of the commander may dictate. These essential formalities having been duly registered, the ship continues her course, and the little spot of earth slowly sinks in the distance. The next information we receive of it, is not seldom from the narrative of some unfortunate seaman, who, trusting too implicitly to the chart, suffers shipwreck on a ledge from which he should be seventy miles distant, and escapes only to drag out a weary life, a captive, or at best, a companion of barbarians. Let those who have tested and proved the best maps of the Pacific, declare the justice or falsity of this delineation.

We have already said, that the South Seas have been, by turns, an object of peculiar attention with all the chief maritime nations of the world. We have shown how the Spaniard, the Portuguese, the Dutch, and the English have successively made it the theatre of their labors, triumphs, and disasters. At present there are none, to whom the Pacific is a source of greater interest than to the inhabitants of the United States. For a considerable time, a revenue constantly increasing has been drawn from this ocean, far exceeding that derived by the first discoverers, when their designs embraced the plunder of two continents. We refer, as will be readily perceived, to the fisheries, which for more than sixty years have been carried on in those seas. Even in their infancy, the vigor and industry, with which they were conducted, called forth the animated encomium of Burke ; and at the present day their value to this country is almost incalculable. According to the estimate of Mr. Reynolds, there are now no less than four hundred and sixty sail, amounting to one hundred and seventy-two thousand tons of shipping, or nearly *one tenth of the whole tonnage of the United States*, engaged in these fisheries. This, it will be remembered, is independent of the large amount employed in the commerce connected with these seas ; as, for instance, in the sandal-wood and bêche-la-mer trade. If we reflect upon the numbers who derive their entire subsistence from this source, as also upon the amount and variety of necessaries required for the equipment of so vast a fleet, and the indispensable nature of the articles with which it supplies us, we shall become readily sensible that there is no branch of industry of more vital importance to the whole nation.

When we consider that these fisheries and this commerce are carried on in those parts of the ocean with which we are least acquainted, we shall be little surprised to learn, that frequent losses both of property and life take place ; but we may be astonished that with this vast amount of revenue at stake, no efforts have before been made to diminish the number of these losses, by the only sufficient means, viz. a careful and complete examination of the islands, shoals, and reefs from which the danger arises. We learn from the anecdote related by the Honorable C. Cushing, (Address, p. 133,) that other nations have long since remarked the discrepancy between our standing as a maritime people, and our contributions to nautical science.

On this point, however, it is unnecessary to speak further. The liberal scale on which the Exploring Expedition under Commodore Jones, now on the eve of departure, has been fitted out, must exonerate our government from any suspicion of ill-judged economy as the source of its previous apathy. To any one who would acquire information on the subject of this expedition, the manner in which it originated, the interest it has excited, and the circumstances which attended its progress through the Legislature, together with many useful details, concerning the trade and fisheries in the South Seas, and the necessity of a survey, we would recommend the Address of Mr. Reynolds, with the accompanying documents. The information therein contained is the partial result of ten years' laborious researches, and is valuable not only for its extent, but also for the clear and interesting manner in which it is conveyed.

We have no intention of treating the subject at any length ; the unexpected and unavoidable delays, which have postponed the departure of the vessels, have given occasion for the public to become fully acquainted with all the important particulars relating to their number, quality, and equipment, as well as the names of the principal officers and other gentlemen selected for the expedition. But we have been surprised to find, that, notwithstanding the general interest felt in the voyage, there are many indistinct and erroneous notions prevalent concerning some of its purposes. A brief recapitulation of its principal objects, as gathered from the most authentic sources, may serve not only to rectify these impressions, but also, if properly made, to indicate to those connected with the

expedition, how much will be required of them, to answer the expectations of the public.

The first and chief object of the expedition will be, as we understand it, to explore those parts of the South Seas which are at the same time least known, and most important to our commerce, and to survey and note accurately the position and form of every island, rock, and sand-bank, which may prove the source either of danger or advantage; or, in brief, to furnish, as far as is practicable, a complete chart of the Pacific. This is undoubtedly a work, which both for its utility, and the labor required for its accomplishment, may rank with the most extensive and beneficial plans ever conceived. The merit of originating this vast project belongs exclusively, we believe, to our nation; and we trust that the credit of its execution will not devolve upon others. The necessity of this survey is apparent from what we have already said, and is placed in a stronger light by the evidence which Mr. Reynolds has accumulated, showing that there are now in the whole expanse of the ocean, not less than two hundred of these islets,\* visited only by whale-ships, many of which are on no chart, and the rest of doubtful location. It is to be hoped that this expedition will not, after the usual fashion, fritter away its time among those groups which are as well known as our own coasts, and perhaps better, — we mean those which Cook, Vancouver, and others have already carefully surveyed, — but will give its chief attention to the less pleasing, but more useful examination of the scattered specks above mentioned, as well as the larger, but equally unknown clusters of Oceanica. There will of course be reasons abundant for visiting the more civilized islands; but we fear that any attempts at exploration among them would not only be useless, but so much time subtracted from more necessary labors.

Another prime object of the voyage, — we do not know if it should not take the precedence of all others, — is the release of those unhappy men who are detained in captivity on these islands. The details which Mr. Reynolds gives on this point are lamentable enough, but they do not disclose by any means all. Seamen who are cast away among the larger groups, particularly those inhabited by the Polynesian race, though of course suffering under all the distress which absence from

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\* Commodore Downes, who has had excellent opportunities for observation, estimates them at *five hundred*. See his letter, Address, p. 254.

home and civilized life must produce, have generally little positive cruelty to complain of. It is on the small and scattered islands where shipwrecks are most frequent, that those frightful examples of cruelty occur, of which we sometimes hear. The natives, commonly few in number, are there sunk in the lowest degradation ; the social feelings, which are always in some degree excited in large aggregations of men, are in them weakened, if not entirely dormant. No right, but that of the strongest, prevails ; and the moral sentiments, with the exception of some dim glimmering of religious feeling, appear to be utterly extinct. The fate of the captive in such hands is of course deplorable. If his life be spared at first, he must expect to endure all that savage ingenuity and insolence can inflict of pain and indignity, and to drag out for years a weary existence, cheered hardly by a hope of escape. For it is, as we have before said, this class of islands, which is least likely to be visited by a vessel of force sufficient to effect their liberation. The few whale-ships who pass near the places of captivity, though generally well disposed to aid them, are unable to do more, than to try the effect of bargain and solicitation ; their want of effective force, and their unwillingness to hazard the property of others, prevent them from employing more efficient means. It is to be remembered, that a vessel, lost in manœuvring among these islands for any other purpose than that for which she was fitted out, forfeits her insurance. This circumstance will account also for the fact, that of the reefs and islands discovered by them, few are examined with any accuracy. Otherwise, the debt which geographical science owes to these adventurous and often enlightened mariners would be much greater than it is.

For an example of the sufferings endured among the more barbarous class of natives, we would refer to the narration, by Horace Holden, of the loss of the ship *Mentor*, of New Bedford, in 1831, off the Pelew Islands, and the subsequent misfortunes of the crew.\* The account of their distresses at Lord North's Island surpasses any thing which we could have supposed men capable of enduring. And yet the half of their misery has not been told.

But it is not merely the sufferings of the wretched captives, that we are to consider in this case ; most of these have fam-

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\* For an account of this work, see " *N. A. Review*," Vol. XLIII. p. 206.

ilies dependent on their exertions, or relatives, whose happiness is wrecked along with them. On this point, we were especially pleased with a remark of Mr. Hamer, of Ohio, in his eloquent speech on the subject. "The rescue of a husband and father," he says, "and his restoration to his family, would be worth half the expense of the expedition; and the remainder would be covered by the redemption of some unfortunate son from his savage masters, and his return to the arms of a widowed mother."

It is in performing this office of humanity, that the importance of the frigate in the expedition will be chiefly manifest. It often happens that the display of power prevents the necessity of directly employing it. It must be remembered that most of the larger islands are densely inhabited by a treacherous and warlike race, who unite to all the craft and cruelty of our own aborigines, a shrewdness and intrepidity which the latter do not possess. The terror of firearms has been much diminished, by familiarity with these once invincible engines. And, as we may learn from the accounts of Crozet and Kotzebue, the natives do not fear to attack, in open day, frigates of the largest class. Nothing but a prompt exhibition of overwhelming force, accompanied with judicious liberality and an evident readiness to reciprocate any friendly feeling, can enable us to maintain our influence over a people of this character. The advantage of establishing amicable relations between them and ourselves is evident; and nothing will more contribute to it, than a proper idea of our immense superiority as well as our good disposition toward them, — the former to be evinced by an imposing display of strength and vigor, and the latter by a plentiful distribution of the kind of presents which to them are wealth. Mr. Stephens, in his recent admirable *Travels in the East*, informs us, that nothing has done more to make our nation respected in the *Levant*, than the late visit of the *Delaware*; what then must be the effect of several vessels, even of a much smaller class, upon the unaccustomed mind of a savage of *Oceanica*? We may predict the most desirable results, not only to our commerce in general, but also in favor of the unfortunate seamen who may hereafter be shipwrecked on these islands, and who will no longer be regarded as isolated, defenceless castaways, to be insulted and enslaved at will, but as members of a mighty na-

tion, watchful over the interests of all its sons, and ready no less to requite injustice, than to reward kindness.

There is another useful end which will probably be subserved by the expedition ; we mention it with some reluctance, but under a sense of the imperious necessity that the subject should be brought clearly before the public. As a class, the mariners engaged in the South Sea trade and fisheries sustain a high reputation for enterprise, intelligence, and good principles. They have been large contributors, not only to our national prosperity, but to some departments of science ; and we would be far from wishing to diminish the sense of the obligation we are under to them, on these accounts. But in so numerous a class, there must be and there are many exceptions ; more, in fact, than would be at first thought. Though, if we reflect upon the immense restraining power of public opinion, which among large masses encompasses and influences all, like the "universal air," if we consider how much of the propriety of conduct in a community is due to the fear of the law and the restraint of social ties, we shall not be surprised to learn that some, who at home filled their parts respectably and even honorably, should, on reaching a region, where none of these influences are strongly felt, and some not felt at all, give free scope to the passions hitherto shackled, and become almost mates for the savages around them. It is known to those who have made inquiries on this subject, that scenes of cruelty, licentiousness, and extortion are acted in the recesses of this vast sea, the details of which are sometimes too shocking to be repeated. Mutinies are not uncommon, and those accompanied with murder ; and tyranny on the part of the captains is too often the cause. Wanton inhumanity towards the natives is the source of many a terrible retribution, which falls sometimes on the heads of the unoffending. Of another class of outrages some idea may be gathered from the circumstance related by Mr. Stewart, (in his "*Residence in the Sandwich Islands*," ) that a party of sailors attacked the house of one of the missionaries and threatened his life, unless he *repealed the seventh commandment*. A letter from Mr. Jones, our Consul at the Sandwich Islands, says ; " I have never before seen the importance of having a vessel of war stationed at these islands, for the protection of the whale fishery, so clearly as at the present period. Scarcely has there been one

of our whalers in the harbour, that has not experienced more or less difficulty. I have at one time had sixty Americans confined in the fort; and hardly a day has passed that I have not been compelled to visit one or more ships to quell a mutiny, or compel, by force, whole crews to do their duty, who had united to work no longer. I should say, too, that there are more than one hundred deserters now on shore from our ships, regular outlaws, ready to embark in any adventure." (*Address*, p. 65, note.)

It is difficult for men in the seclusion of a study, or engaged in the quiet avocations of common life, to measure the degree of criminality incurred by those who, removed from the restraints of civilization, are subjected to the toils, the perils, and the wearing vicissitudes of a nautical existence, exposed to continual excitement, and alternating from the most alluring sensual temptations to the rude trials of an harassing pursuit. But though we may hesitate before censuring, in the severest terms, the excesses of which some are guilty, we cannot doubt the propriety of using every effort for their suppression.

And this, we conceive, may be accomplished by a process as simple as that of introducing fresh air into a receiver, to resuscitate a dying flame. We would, if possible, bring these seas, or at least their visitants, again within the pale of social influence. We would extend over them once more the dominion of that opinion, which, if not the best restraining force, is yet, with most, the mightiest. This could be done by giving them to perceive, that their actions, in the remotest recesses, are not secure from animadversion, and that the law extends its *surveillance* even over the barbarians whom they maltreat. The visit of a ship of war, bringing authority to inquire into cases of misconduct, and to take measures for preventing future irregularities, will without doubt have a most beneficial effect. Consuls, with sufficient salaries, should be appointed at the principal civilized ports in the Pacific, and friendly arrangements entered into with such of the native tribes as possess governments of sufficient stability. Every reasonable provision should be made, not only for redressing grievances, but also for facilitating the labors of the whalers, and removing those difficulties, which the distance from all regular authorities, and the want of settled rules of intercourse, must create.

It has surprised us not a little, in observing the comments



which are made upon this expedition, to find that a singular misapprehension prevails on a certain point. It seems to be imagined by some, that its final destination is to be within the Antarctic Circle, or at least that it is to cruise principally in high Austral latitudes. We have no doubt that the very inappropriate name of "South Seas," as applied to the Pacific, has contributed to this error. Because Nuñez de Balboa, three hundred years ago, standing on the isthmus of Panama, saw a part of the ocean lying to the south, and thus named it under a false impression, we must still continue to the whole the same absurd appellation. As the knowledge of this circumstance seems to be less common than we had thought, we presume that some, recollecting the many voyages of the Dutch and English, in the seventeenth century, toward the *North* Sea, have imagined this enterprise to be designed as the direct converse of those. The impression may have also, in part, arisen from the too great prominence given to a minor object of the voyage. The notion of a *terra australis* seems not even yet wholly renounced. It is argued, that we have good reason to believe that large masses of fixed ice are never found but in the neighbourhood of land ; if then, the Antarctic Ocean be really occupied by those immense frozen plains which we suppose, they must be united to a hardly less extensive continent, to which some lucky opening may give access. On the other hand, if these fields of ice are only accumulated around a few scattered rocks, is it not reasonable to conclude, that, at certain seasons, a general break-up takes place, leaving the way clear to the very axis of the earth ? The authority, moreover, of Captain Weddell is produced, who, within sixteen degrees of the pole, saw "no fields, and only two or three islands of ice, but innumerable flights of birds." All this is very plausible, and there is certainly presumption enough in its favor, to authorize the trial ; but there appears to be no reason (we speak under correction) for giving it much importance as an end of the expedition.

The accomplishment of all the objects which we have named must, of course, devolve principally on the officers of the different vessels ; and are certainly sufficient to task to the utmost, the skill and enterprise for which the gentlemen of our navy are distinguished. There is another class of researches of little less importance, the execution of which will be committed to other hands ; and on this subject we may speak somewhat more at large.

The comparative obscurity of all the accounts of circumnavigation anterior to Cook, has already been noticed, and can be attributed to nothing, so much as to their entire uselessness for any but the compiler, or the lover of old narratives. The naturalist, the navigator, the linguist, search in vain through their confused pages, for any thing like valuable information. Even in the science of their times they are astonishingly deficient. A very slight acquaintance with astronomy, would have enabled Mendana to find, in his second voyage, the isles discovered in his first. A few words of the language, or descriptions of one or two indigenous plants or animals, would probably have assured to the Spaniards the credit of discovering Otaïti and New Zealand, as early as the sixteenth century. (See the Voyages of *Quiros* and *Fernandez*\*). As it is, their fame has been almost as evanescent as the foam which followed the track of their vessels through the ocean.

Cook was the first, we believe, who was accompanied by persons devoted solely to scientific researches. On his first voyage, beside Mr. Green, the astronomer, who was engaged to make the observations of the transit of Venus, Mr. Banks, (afterwards Sir Joseph,) attended by Dr. Solander and two draughtsmen, was allowed to go out as a volunteer. He was then a young man of about twenty-four; but the information he acquired not only served to give additional eclat to the voyage, but laid the foundation, for him, of a distinguished reputation. At the next expedition, government, conscious that such a step would be expected by the nation, endeavoured to engage the services of the same gentlemen; but with an inconsistency not surprising, when we remember the character of that ministry (in 1772), compelled them to resign when on the very eve of sailing. The following paragraph, from "The Annual Register" for that year, gives the circumstances of this curious proceeding.

"Mr. Banks and Dr. Solander were not consulted on the choice of the ship; and on their objecting to her want of accommodation for the draughtsmen, &c. as well as her want of room to stow the crew, the Navy Board undertook to give all those conveniences, and patched the same ship with a round-house and square deck; and, without considering whether she could

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\* Compare them, in this respect, to the Travels of *Chardin*, their contemporary, which are still resorted to by Orientalists, as a source of accurate and interesting knowledge.

bear it, manned and equipped her for the voyage. Mr. Banks, Dr. Solander, &c. examined her a second time; found her convenient, if she could sail, which they doubted, and reported her top-heavy. Their observations were disregarded; but a gale of wind arising laid her on her side, without her having a single sail unreefed, and she could not for some time recover; they ordered out the long-boat to save the crew, when unexpectedly she recovered. Notwithstanding this accident, she was reported good and fit for the voyage, and was ordered to Plymouth. The pilot obeyed these orders, sending word he could not ensure her out of the river. At last it was found that the farce could be carried on no longer, and the reports on which the Navy proceeded were found to be false; expresses were sent along the coast to Deal, &c. to order her into the nearest dock, at Sheerness, if they could overtake her; this was no difficult task; for while the other ships cleared the Downs, she did not make one knot an hour. She was put into dock; they cut off her round-house and part of her deck, reduced the cabin, and put her in the same unfit situation she was in, when first objected to; and then the question was politely put to Mr. Banks, 'Take this or none.' Mr. Banks has laid out several thousand pounds for instruments, &c. preparatory for the voyage; Mr. Zoffani (a well-known painter) near one thousand pounds for necessaries, and the other gentlemen, very considerable sums on that account."

We have introduced this extract, partly to display the inefficient and vacillating character of that ministry, which rendered itself infamous during our revolution, and partly to enable the reader to contrast the treatment of those gentlemen with the liberality and attention which those engaged in scientific researches experience at the present day, from every European, and we are happy to add, American government. Since the time of Cook, no expedition of discovery of any importance has sailed without having on board one or more persons, whose sole duty was to be the collection of specimens and facts, to subserve the advance of science. We believe, however, that (with the possible exception of the savans, who accompanied the French expedition into Egypt,) no instance of a Scientific Faculty, complete in all the departments, has been presented, before that connected with the present enterprise. And while we feel a natural exultation in the superior munificence and intelligence thus displayed, we must confess that the reasons for adopting this measure have never been so urgent with any other government. No other

expedition has ever contemplated touching at so many points, or traversing such an extensive portion of the earth's surface. It is probable that the majority of the islands examined on this voyage will not be visited again for many years, except by wandering whale-ships. Hence, even supposing it possible for the knowledge of one man to comprehend every class of natural history, astronomy, linguistics, &c., the shortness of the time allowed him would render thorough observation in more than one impossible; and the opportunity, if once lost, would be irrecoverable. But such a prodigy of erudition is not to be expected; and well assured as we are that proficiency in any branch of knowledge is to be attained only by long and undivided attention to that study, we cannot question the propriety and even necessity of the arrangement adopted.

Their principal harvest will of course be derived from the yet unknown islands which they will visit. But they will be able to gain many acquisitions to their stores of science, on both coasts of South America and in the Eastern groups. There, indeed, they have had predecessors; but, not to speak of the impossibility of really exhausting any natural source of knowledge, — as is shown by the discoveries continually made within the vicinity of Paris; it is to be remembered that these previous visitants have labored under many disadvantages, particularly the want of that which is as necessary in science as in manufactures, a division of labor. It is evident that before any person, however gifted or indefatigable, can have succeeded in acquiring a thorough knowledge of many of the branches of natural history, both his age and his habits must have become such as to unfit him for a long and hazardous voyage. Accordingly the one or two young men who accompany European expeditions, though excellently versed in some particularly favorite study, have commonly not more than a superficial knowledge of most which they undertake. The consequence is, that they either, by attempting to include all the sciences in their researches, accomplish little in any, or, devoting themselves entirely to one, bring home, on all other points, nothing but hasty and crude impressions.

Thus the Society and Sandwich Islands, though in some departments of natural history tolerably well pillaged, will yet afford many acquisitions to the geologist, as well as the embalmer of fishes, and perhaps the impaler of insects. We say *perhaps*, for we have it on pretty good authority, that those

pestiferous tribes which offer such a formidable array of names in the *Règne Animal*, are by no means partial to the Pacific Islands ; a piece of information that, we doubt not, will be received with delight by all the members of the expedition, except the entomological gentlemen ; who, however, may expect ample recompense on the shores of Brazil and Peru. As an instance of the danger of an attempt to undertake too much, we may mention Mr. Chamisso who accompanied Kotzebue in his first voyage, as investigator of nature in all her departments. In the capacity of botanist and zoologist he succeeded very well. But his labors in geography and linguistics were rather unfortunate. In the former, he discovered a general system for the outline or formation of continents, to which there is one example and one exception ; and in the latter, he assures us that the Hawaiian tongue wants the third personal pronoun, though he must have heard it, ignorantly of course, in almost every sentence spoken by a native. \*

In the Appendix to Mr. Reynolds's Address, we find a number of letters, most of them from gentlemen of the highest reputation, on the subject of the expedition, particularly in relation to science. As it is our object not so much to offer any new views on the subject, as to show the general expectation entertained concerning it by those best qualified to judge, we do not know that we can do better than to present, in as brief a compass as possible, the opinions of some of these writers. The letters of Mr. J. K. Paulding and Commodore Jones (pp. 106, 128) give their views on the general plan and arrangement of the expedition ; views, which have all been substantially adopted in fitting out the squadron. Mr. Rodman, of New Bedford, expresses his opinion as regards one of its objects, with the earnestness of a man practically convinced of its importance. He asks ;

“Why should we have governors, judges, and all the paraphernalia of courts, in territories where there is a bare possibility

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\* In the preface to the posthumous work of Alexander von Humboldt, “On the Kawi language,” we find mentioned among those to whom the author is most indebted, M. Adalbert von Chamisso, “*der mit verjungtem Eifer die Sprache der Sandwich-Inseln erforscht, welche er selbst früher zu besuchen das Glück gehabt hat.*” We can only trust that the “renewed zeal” of this gentleman has been turned in a more just direction than at his early visit to those islands. Among the most valued correspondents of Baron von Humboldt, we remark with pleasure the names of our distinguished countrymen, Messrs. Pickering and Duponceau, along with those of De Sacy, Gesenius, Champollion, &c.

that an Indian may be murdered, or become a murderer ; steal a horse, or have his horse stolen ; and not have a superintending influence abroad, where our ships are daily traversing from island to island, and from sea to sea, with the celerity and precision of the invisible dwellers of the deep ; that the savage may be awed into respect, and the mutineer's hand be bound down in submission ? Would not this change the face of things, and make the merchant lie down more comfortably, when he knew there was a diminution of the chance of misfortune by sea, not only by the proximity of aid, but also by the acknowledged influence of moral power which is felt everywhere, that a true and generous hand is extended ? ” — p. 117.

Professor Silliman's communication we give entire. It is evidently drawn up with care, and will be a valuable guide to future explorers. It will be readily perceived that the office of naturalist is to be as far as possible from a sinecure.

“ *Yale College, May 30, 1836.*

“ To J. N. REYNOLDS, Esq., New York.

“ Dear Sir, — The expedition destined to explore the Southern Ocean, I consider as of the most vital importance to science, navigation, commerce, benevolence, and national honor.

“ Upon the liberal basis on which our government has placed it, under the care of distinguished naval officers, and enriched by the first scientific acquirements of our country, we have every cause to anticipate an immense accession to the various departments of natural science.

“ Money, in an expedition so national as the present, should be a secondary object, when placed in competition with the acquisition of high talent in the walks of science.

“ Instruments of every kind will necessarily be one of the first items in this vast undertaking. I would recommend that *duplicates*, in every instance, be taken out ; and where frequent exposure to injury may, by possibility, take place, many of the same kind should be procured.

“ Allow me to present to your attention the following objects, as deserving of especial notice in your voyage towards the South Pole : —

1. Temperature of the Air.
2. State of the Barometer.
3. Winds and Clouds.
4. Thunderstorms and Electricity.
5. Tornadoes and Whirlwinds, — direction of the wind.
6. Currents, — their force, width, direction, — Temperature.

*Meteorology and Luminous Matter.*

1. Luminous Meteors, including those that project solid stones and malleable iron.
2. Shooting Stars.
3. Luminous points or balls, on or about the ship, in the air, and on the waters.
4. Phosphorescence of the sea, whether greater or less in high latitudes. Let the water be filtered, and the phosphoric animal matter be examined with and without a microscope : the animals from which it is derived should be subjected to minute examination.
5. Stars, their position ; Constellations ; Comets.
6. Eclipses ; Transits, &c.

*Zoology.*

1. Shells, of every kind, especially with the animals within them, preserved in spirits.
2. Whales, — seals, kind and number of each seen ; the highest southern latitude in which they exist ; their number and peculiarities.
3. The Nautilus Pompilius ; the common pearly Nautilus of the South Seas and Pacific, (or any analogous animal,) are deserving the most strict search.
4. Gigantic Sepias or Cuttle-fish, if found, should be preserved in spirits and brought home entire. Coral animals.

*Volcanoes, Earthquakes, &c.*

- 1 Earthquakes and concussions of the sea.
2. Waterspouts.
3. Volcanic eruptions.
4. Volcanic ejections.
5. Marks of former volcanic action.
6. Craters and currents, and various ejections of extinct volcanoes.
7. Volcanic Islands that have risen from the sea ; how long in rising ; with or without permanent convulsions ; period in which they arose.

*Geology, Mineralogy, &c.*

1. Geological specimens and Minerals of every variety.
2. Inclination of strata ; dip, direction, and thickness.
3. Succession of strata and order of superposition.
4. Situation of fossiliferous strata in relation to the sea, lakes, and rivers.
5. Granite veins or veins of other rocks, with their intrusions.

6. Fossiliferous rocks ; in every case whether covered by igneous rocks ; if not, by what rocks.

7. Trap rocks ; position ; intrusion among other rocks ; alterations produced by their contact.

8. Mountains, their height and form ; on the coast or islands ; in groups or single.

9. Elevation of coasts, as indicated by shells adhering to rocky shores, by waving water lines in the rocks ; amount of elevation ; testimony of inhabitants as to the time in which it took place ; subsidence of coasts, islands, structures, &c., and the proof of the fact.

10. Coral reef islands ; above or under water.

11. Ice Islands, magnitude ; depth ; motion ; in groups, or single ; temperature of air upon approaching them ; and of the what surrounding them, whether transporting rocks or stones, and the lowest latitude in which they are seen.

12. Surface rocks of every country ; that is, rocks in situ.

#### *Magnetism, Electricity, &c.*

1. Magnetism ; dip and variation of the needle.

#### *Osteology.*

1. Bones of large animals, imbedded or loose. Bones of the ancient saurions or lizards.

2. Bones and skeletons of fossil fishes, with the including rock.

#### *Entomology.*

1. Insects.

#### *Ornithology.*

1. Birds, especially within the Southern Polar Circle.

#### *Natural History, generally.*

1. Animals and plants, preserved, — drawings of.

2. The Molluscous animals, generally.

3. Boulder stones, in groups, trains, or separately.

4. Beach pebbles, of shores of the sea, of lakes and rivers.

5. Many specimens in all branches of natural history to be preserved, when necessary, in spirits, dried or otherwise.

6. Quadrupeds.

7. Seaweeds, fixed or floating.

8. Tides on coast ; their heights.

9. Topographical peculiarities, of every kind.

“ Every friend of knowledge looks forward to the finale of this undertaking with the most pleasing anticipations, while every American patriot must view it as reflecting additional lustre on the flag of his native land.

“ I am, dear Sir, yours, respectfully,

“ B. SILLIMAN.”



The importance of observations in natural history, in voyages of this kind, has been long conceded. There is another class of researches relating to the manifestations of the human mind, in language, laws, customs, &c., which have hitherto received much less attention. Their utility is therefore urged by the advocates of these studies more at length, in several well-written communications. That of Professor Gibbs is most methodical. The following is an extract ;

“After providing a practical astronomer, whose business it shall be to notice celestial phenomena, particularly the part of the heavens less known, because less seen ; and a meteorologist, who shall attend to the multifarious objects which belong to his department, now fast rising into importance ; after supplying the branches of hydrography and physical geography, which are closely connected, the one with the safety of the navigator, the other with the perfection of a science in which every schoolboy is concerned ; after making provision for the different branches of mineralogy, geology, botany, and zoology, the claims of which are so justly appreciated by our numerous Lyceums, and by all learned and intelligent naturalists, we come to the *natural history of man*, — in my view, one of the most important objects which can be presented to the attention of the scientific corps.

“Permit me, then, to recommend, as highly important in itself, and adapted to the wants and wishes of the learned at home and abroad, and as an object which will redound to the glory of our nation, the addition of two members to the proposed corps, whom, for the sake of conciseness, we shall call the *anthropologist* and the *philologist*.

“To the anthropologist should belong the duties of examining, with a philosophic eye, the different tribes of men which may be subjected to his notice ; particularly, he should examine their features, complexion, and physical conformation ; their state of rudeness and civilization ; their habits, manners, and customs ; their progress in the arts ; their political institutions, which, though rude, often display great wisdom ; their religious opinions and usages, — the impress, as it were, of a moral governor on their minds ; he should form a fair estimate of their virtues and vices ; and, in fine, he should examine their language, philosophy, traditions, and literature, which, as they draw nearer to nature, will be studied with a deeper interest by the true philosopher.

“To the philologist should belong, particularly, the task of examining the various languages, with respect to their phonology, or elementary sounds ; the forms of their roots, or radical

words; the inflexions for expressing the different relations of words, and the structure or syntax of the language; of collecting extensive vocabularies from natives and interpreters; and of furnishing materials for the comparative philologist, by instituting similar and analogous inquiries, in respect to each of the several dialects."

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"I waive, however, more minute specification; hoping that, on a subject whose relations may be less obvious to men engaged in public life, our distinguished philologists, such as Webster and Duponceau, Pickering and Gallatin, may be consulted, in order to give impulse and direction to that part of the enterprise, the execution of which must necessarily devolve upon the younger and more hardy and inexperienced." — pp. 145 – 147.

Of the eminent philologists mentioned in the last extract, Mr. Pickering alone has given his opinions in a letter distinguished for its enlarged views, and the amount of erudition brought to bear upon the subject. We regret that our limits require us to be brief in our extracts. After alluding to circumstances connected with the rise and progress of philological science, particularly the impulse given to the study by the collections of the Empress Catherine of Russia, he continues;

"From that period to the present, the science of comparative philology has been pursued with increasing ardor and success, particularly in the investigation of the unwritten languages of the savage or uncultivated nations; for it is now found, to the surprise of the learned, who had formed their theories of speech from the Greek, Latin, and a few other cultivated dialects, that the long-neglected languages of the uncivilized portion of the human race present very many extraordinary phenomena (if we may so call them) in the structure of human speech, which will compel scientific inquirers to reëxamine and reform the theories, that have been formed upon too limited a view of this extensive subject.

"At the present enlightened period of the world, the basis of all scientific inquiry is the collection and arrangement of facts, or the process of *induction*, as it is often called, after some philosophers of antiquity; and unless this method is applied to the languages, as well as to the physical structure of the human race, the faculty of speech, which is the peculiar and most remarkable characteristic of man, will be the only part of his nature which will not have been investigated with the same enlarged and scientific views as his other powers, physical and intellectual.

"We must, therefore, begin our researches by collecting all

the facts relating to human language ; or, in other words, by collecting authentic specimens of words, and of the grammatical structure of every dialect within our reach. The more complete we can make our collection, the more correct and satisfactory will be the results deduced from them. Our progress in philological science will then be as successful as in other departments of knowledge. For instance, in geology, when a few specimens of antediluvian bones, and impressions of vegetable and other productions, were first discovered, they were laid up in museums as simple curiosities, and without the least anticipation of any thing like important scientific results ; and yet, by the successive collections made of those objects, we now find the new science of geology has arisen, which enables us to form more just conceptions of the structure and phenomena of the globe, than had ever before been imagined by the most subtle and profound philosophers of ancient or modern times.

“ The same thing will take place in philological science, as soon as we obtain an extensive collection of facts, or in other words, of authentic specimens of language ; and, in due time, some genius will appear, who, like Cuvier in geology, will compare and classify all the specimens of language, and exhibit results that will be no less interesting and astonishing than those obtained in other sciences.”

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“ By means of languages, too, we ascertain the affinities of nations, however remote from each other ; a remarkable instance of which is that singular race, the gypsies, (from their supposed Egyptian origin,) who are dispersed over Europe, and whose language now shows them to be a people of *Hindustan*, and not of Egypt. In the same manner, it appears that the people of Hungary and of Lapland, notwithstanding they are geographically so far apart, and so different in their social condition and physical organization, are intimately allied to each other ; and that the people of Otaheite and of the Sandwich Islands, though inhabiting islands at the distance of twenty-five hundred miles from each other, are of one family, speaking languages that are substantially the same.

“ In short, the affinities of the different people of the globe, and their migrations in ages prior to authentic history, can be traced only by means of language ; and among the problems which are ultimately to be solved by these investigations, is one of the highest interest to Americans, — that of the affinity between the original nations of this continent and those of the old world ; in other words, the source of the aboriginal population of America. And one of the fruits of your present expedition may

be, to furnish the materials which may enable some American to confer on our country the honor of solving that great problem." — pp. 136–139.

Mr. Pickering then mentions, to show the importance attached to these researches, the fact that our great philologist, Mr. Duponceau, "has obtained for America the honor, (the first instance of the kind among our countrymen,) of a prize medal, awarded by that distinguished body, the Royal Institute of Paris, for the best dissertation on their prize question, respecting the original languages of America."

The letter of Professor Anthon, (p. 141,) is valuable for its suggestions, concerning the affinities of various Oriental and American nations. His theories are certainly ingenious, and will serve to give a determinate aim to future inquiries. It is to be regretted, that no one of these gentlemen has seen proper to state, after the manner of Mr. Silliman, the precise objects of research which he would recommend. As every student regards the science in which he is especially engaged, in a peculiar point of view, each would be likely to remark particular circumstances which might require or aid investigation. In the neglect of others better qualified, we may venture to suggest to the gentlemen of the expedition who are particularly concerned in these matters, the following objects of inquiry ;

#### *Anthropology, &c.*

1. Manners and Customs of general prevalence ; modes of salutation, &c.
2. Antiquities, traditions, monuments.
3. Religious ceremonies. The Taboo. Names and number of divinities. Ideas of a future life.
4. Division of ranks. *Caste*. Government, particularly with regard to the right of succession.
5. Treatment of Females.
6. Sports, especially games of chance.
7. Instruments of war. Modes of Navigation. Knowledge of Astronomy and division of the Calendar.
8. Modes of Tattooing.
9. Laws in relation to property.

#### *Phonology.*

1. Peculiar sounds, not found in the English language. It is probable that some have been overlooked by the missionaries, in reducing such languages to writing.

2. Tone-systems, as in Chinese. Accentuation.
- 3 Interchange of vocables, both in the same dialect, and in passing from one to another.
4. General character of the pronunciation, whether harsh, smooth, indistinct, guttural, &c.
5. Alterations suffered by foreign words, when pronounced by the natives.
6. Instances of *prosopopœia*.

### *Philology.*

1. Grammatical peculiarities; idiomatical expressions, of all kinds.
2. Distinction of objects into animate and inanimate; existence of the dual.
3. Manner of compounding words. Roots or radical words. Prefixes and suffixes.
4. Hieratic or sacred tongues; if two separate languages exist in one tribe, care should be taken to determine which is the original.
5. Hieroglyphics and every mode of communicating knowledge.
6. Names of the islands, and their signification. Names of animals indigenous to an island or country.
7. Instances of words altered or dropped, as frequently happens in barbarous tribes, from superstition, or other cause.
8. Words signifying abstract ideas, — how formed.
9. Numerals.

In general, it is to be remarked, that little reliance is to be placed on the information of interpreters, with regard to the niceties of a language. It will be advisable to obtain such words, as will correspond with those in the principal collections of vocabularies; as in Balbi's Atlas, Crawford's "Indian Archipelago," and the like.

It will be seen by a review of the foregoing remarks, that the duties of all connected with the expedition will be numerous and arduous. It may also be observed, that the results, however successful, will not be of a very striking character. The days are past when a ship could hardly venture out of the beaten track, without stumbling upon some important island or group, crowded with objects from which the naturalist might increase his museum, or the merchant extend his ventures. At the same time, we question whether an enterprise has ever been undertaken, of more immediate and extensive utility, both to commerce and science, than this;

should it accomplish the objects for which it is intended. And with this assurance, the members of it may well console themselves for the want of that more noisy celebrity, which attends the discovery of a Papua or a New Holland, and the bringing home a whole menagerie of kangaroos and ornithorhynchi. Commensurate, however, with the advantages expected from their success, will be the general disappointment in case of failure. Indeed, a peculiar responsibility rests upon the conductors of this expedition; for upon their acquitting themselves to the public satisfaction, in this instance, will depend probably the degree of interest taken in future enterprises of the kind. They must consider themselves, in fact, as pioneers, who, if they fail with the amplest preparations, cannot expect others, less favored, to follow in their unfinished course, and complete the design which they have found impracticable.

With this warning, and with the best wishes for their successful return, we bid them, for ourselves, "God speed." And, hoping that they will leave behind, on their native shores, no other sentiment but one of the most friendly and patriotic desire for the prosperous issue of their enterprise, we cannot dismiss the subject, without saying a few words in deprecation of a feeling, to which certain well-known untoward occurrences, connected with the outfit, have given rise. There is no denying, that the course taken by Commodore Jones for the exclusion of Lieutenants Slidell and Wilkes from the commands for which they had been selected, (both, gentlemen most favorably known for their professional merit, and the former, one of the chief favorites of the country, for the distinction he has won in its literature,) has been generally regarded with strong disapprobation. There need be no hesitation in saying, that if, at the proper stage of the business, the Secretary had transferred the command to other hands, he would have better consulted the dignity of the government, the claims of the important service projected, and the general sense of the nation. The resentment naturally awakened by the publication of the extraordinary correspondence, to which we refer, has had time to subside. But if it has been succeeded by a settled distrust of the commander, as having proved himself wanting in some of those qualities of magnanimity and wisdom, which are reasonably looked for in one invested with so responsible a charge, this is a sentiment, we

would urge, which ought not to be entertained, to an undue extent, to the prejudice of so important an undertaking. One great mistake should not be thought enough to prove an utterly incompetent man, and Commodore Jones has meritoriously served his country in other times, when it was in a condition to owe much to the services of a brave and skilful sailor. Since it seems, in this business, it is a determined thing, that he shall have his country's honor in his keeping, we hold it to be the duty of every good citizen, to hope the best from his management. Perhaps he cannot reasonably expect, that any future questionable conduct will be viewed with the same indulgence, as if he had not already rendered himself so seriously obnoxious to complaint. But, on the other hand, he could desire no nobler opportunity than he possesses, for reinstating himself in the public favor so unhappily put at hazard.

To return for a moment to the first of the works under review, — the author of the “History of Circumnavigation” promises us, in his preface, a Continuation, which shall contain accounts of all the voyages of importance since the days of Cook; accompanied by a map comprising the latest discoveries and surveys. For this publication we shall look with considerable interest. The original histories of the modern French and German voyages, are usually too expensive to be generally known, except by abridgments; and the map, if well executed, will be of especial value, as a means of estimating the additions to it, anticipated from our own expedition.

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ART. VI. — *Letters of Lucius M. Piso, from Palmyra, to his Friend, Marcus Curtius, at Rome. Now first translated and published.* New York: C. S. Francis. Boston: J. H. Francis. 1837. 2 vols. 12mo.

THIS work has appeared since the publication of our last number, and seems to be rapidly gaining the reputation which it so well deserves. It is an historical romance. Piso, the imagined author of the Letters, is supposed to have visited Palmyra, toward the close of the third century, to have become acquainted with Zenobia and her court, to have seen the